## Price Up 2 5-8-Story That the Voting Trust Is Mighty Shaky and That the Directors Are Hustling for Control-Stockholders' Committee Hires Counsel

Trading in Ontario and Western gave Stock Exchange yesterday the first sample of real live business it has had in many days. The stock showed activity at the opening of the Exchange and boomed all day. At the close of the market, 124,825 shares, or more than one-fifth of the capital stock of the road, had been traded in. The oldest trader on the floor couldn't remember when anything like that had happened to Ontario and Western before. For many years the road has been n the hands of a voting trust and the stock has been in action.

market yesterday morning at 23. From then on, the stock went steadily upward. The closing price was 25½, the highest point of the day, a net gain of 2½ points for the day.

Authentic information for the activity was scarce. One story had it that the stockholders' committee which set out to bring about a dissolution of the voting bring about a dissolution of the voting among brokers who watched the operations trust had found a legal way to do it. James in Ontario and Western yesterday as to the

It is just possible that the management of the road has found out that there is more than a possibility that the voting trust will be dissolved, and they may be acquiring stock to fortify themselves. But I am not in the confidence of the directors, and so I have no means of knowing what they are doing. At present, however, the stockholders' committee controls a majority of the stock of the road. The chairman of that committee has been advised that if the voting trust is not voluntarily dissolved there are two or three ways in which it may be dissolved by resorting to the courts. The committee will meet this afternoon and authorize the retaining of counsel for the committee.

"Have Clews & Co. been buying the stock It is just possible that the management

of counsel for the committee.

"Have Clews & Co. been buying the stock to-day?" Mr. Clews was asked.

"We have been buying and selling the stock all day," was Mr. Clews's reply. He declined to say anything about for whose account the purchases were made.

On the other hand it was said that the directors of the road had commissioned Kuhp.

the other hand it was said that the directors of the road had commissioned Kuhn, Loeb & Co. to buy the stock for them to fortify their position, and if possible to secure the control of the property. A member of that firm, while declining either to affirm or deny this story, said:

"I do not believe the management of the road is huwing much of its attack, and I

road is buying much of its stock, and I am very inclined to the belief that many of these sales were the result of Exchange manipulation and carried through for the purpose of stimulating business."

President Fowler of the Ontario and Western said.

Western said:

"I have been away for a little outing and have just returned to my desk. What all this trading means I don't know. The directors have held no meeting recently and will not hold another meeting until the last Wednesday in June. So far as I know no report will be made until then on the request of the stockholders to dissolve the voting trust. There have been reports to the effect that the Canadian Pacific was after the property, but that is an old story. estern said:

the effect that the Canadian Pacific was after the property, but that is an old story. The Canadian Pacific, so far as I know, hasn't yet secured control of the road, and I don't know that it wants it."

An active room trader, who is said to be a large holder of Ontario and Western stock, was asked if he knew to what the sudden rise should be attributed. Smiling and winking his left eye, he said:

"If you were to ask the right person I believe he would tell you that the voting trust is a good deal nearer dissolution today than the directors of the road thought it to be two weeks ago. I believe that the trust will be dissolved, and if it is, there are several persons, including representatives

veral persons, including representatives the stockholders, who will want to get "With the stockholders striving for the

At the meeting of the stockholders' committee late yesterday afternoon James B. Clews was authorized to retain a firm of lawyers. If the retainer is accepted the name of the firm will be announced to-day.

## CHICAGO GREAT WESTERN DROP. With Rumors That Dividend on Preferred A Stock Will Be Passed.

preferred A stock of the Chicago Great Western Railway had a sudden and unexpected decline on the Stock Exchange yesterday of 12½ points. The decline followed the circulation of a story to the effect that the semi-annual dividend of 2½ per cent., due in August, would be passed. President Stickney refused to be interviewed but after the story had been around Wall Street for some time, a very well known financier, who is interested in the management of the road, made this statement:

"There is not and never has been any question as to the payment of the forth-coming semi-annual dividend of 2 per cent. on the company's debentures. The payment of the 2½ per cent. semi-annual dividend on the preferred A stock depends on the crops. The preferred A dividend has been paid regularly at the rate of 2½ per cent. since January, 1900."

The amount of this stock outstanding is \$11,372,400. For the year ending June 30, 1903, the surplus earned by the Chicago Chreat Western over fixed charges amounted to \$1,804,934. The net earnings for the nine months of the current fiscal year increased \$21,801 and the fixed charges, according to the estimates, show an increase of about \$100,000 for the year. yesterday of 131/2 points. The decline fol-

\$100,000 for the year.

## COPPER MEETING TAME. Old Board Reelected—Thomas W. Lawson Holds 58 Shares.

The annual meeting of the stockholders f the Amalgamated Copper Company was held in Jersey City yesterday morning. Out of a total issue of 1,538,000 shares of stock, 1.040,217 shares were voted. The old board of directors was reelected as fellows: William Rockefeller, H. H. Rogers, James Stillman, A. R. Flower, Frederic P. Olcott, A. C. Burrage, George H. Church and William G. Rockefeller.

and William G. Rockefeller.

The stockholders' list shows 18,801 names, of which 8,740 are represented by Kidder, Peadody & Co. of Boston. The directors have the following holdings: H. H. Rogers, 43,832 shares; James Stillman, 1,400; William G. Rockefeller, 100; William Rockefeller, 42,900; A. R. Flower, 100; F. P. Olcott, 1,400, and George H. Church, 100. John D. Rockefeller is not a stockholder of record. J. S. Bachs & Co. are stockholders to the amount of 15,400 shares. Mr. Lawson is down for 58 shares and his family for 93. His firm of Lawson, Arnold & Co. do not appear as holding any stock at all.

JUDGMENT AGAINST A SUICIDE.

Debts of David Levy, Who Shot Himself in

the Equitable Building, Coming Out. A judgment for \$7,124 was entered yesterday against David Levy, the lawyer who shot himself on May 24 in the Equitable Building after failing to obtain a loan, suitiding after taking to obtain a loan, and against the Associate Realty Concern, incorporated, of which he was president, in favor of the Twelfth Ward Bank. The judgment was for a balance due on a demand note of the concern for \$11,800 dated last November and indorsed by Mr. Levy. On the note was paid \$4,862 and the rest was demanded on April 12 and was refused.

A Coroner's jury returned a verdict of suicide yesterday in Levy's case.

GOSSIP OF WALL STREET.

Any incident that serves to emphasize the chronic speculative spathy, as, for example, the extraordinary buying yesterday of Ontario and Western, to which the bullish response was very disappointing, is expatiated sponse was very disappointing, is expatiated upon by bearish commentators as showing the utter impossibility of creating enthusiasm for the market, and the proceeding argument is that the market will have to decline of its own sheer weight unless something transpires very shortly to excite favorable interest in it. Pessimistic observers declared yesterday that the failure of the Ontario and Western About the liveliest annual election that the failure of the Ontario and Western movement to atimulate speculation in the

general market was the worst disappoint-ment that had come to the bull crowd for several weeks. They thought that it might reasonably have been expected to advance the whole market about 1 per cent. tively optimistic about the market, however were not so extravagantly disappointed as might be imagined, and their views were not materially altered by the fact that the flurry in Ontario and Western failed to change completely the aspect of things. Disappoint-ment was confined largely to the board room, Closing at 22% on Saturday, 2,200 shares were sold soon after the opening of the Ontario and Western movement, expecting it to excite outside interest, and were unable to turn their stocks at a profit.

> The rise that followed the Northern Securities decision started with heavy buying in Erie, a coaler stock, and for a day or two the general market seemed to be making very little response to that buying.

Clews, chairman of that committee, | character of the buying, and among those who agreed that the buying looked genuine there was a wide difference of opinion as to the source of it. The movement was accom-panied by rumors of everything that could possibly be. One rumor attributed the buying to Canadian Pacific people and inferred that a deal was pending between the Canadian story had not been heard since Ontario and Western stock sold around 40 three years ago. Another report alleged that the principal banking house, and to this a good many well dence. Then there was a rumor that Gould interests were buying. In other quarters the buying was alternately attributed to the present management, in order to keep con-trol, and to the crowd that seeks to have the voting trust dissolved, in order to procure enough stock to give it the deciding vote. De Haven and Townsend were the principal buy-ers of the stock, themselves and through other brokers. Their purchases were esti-mated at from 85,000 to 50,000 shares. The amount was probably less than 50,000 shares. Nearly 70,000 shares of the stock were traded in during the first hour, and up to noon the stituted two-thirds of the total market transactions. The De Haven and Townsend buying ceased about 11:30 o'clock, and the price reacted moderately under the profit taking of traders. In the last hour there was another flurry, begun, it was reported, by traders who found that the stock was scarce and thought they could bid it up. On this movement the price advanced to 25%, and it closed at the highest, with a net gain for the day of 2% per cent. Fairbairn and Hilliard were prominent buyers in the late trading.

For several weeks brokers had been say-

ing that it would be impossible to execute a commission of 50,000 shares even in the most active stock without affecting its market to the extent of 5 or 6 points. An order for 50,000 shares was about the biggest thing they could think of, and as one of them said a few days ago: "If by a miracle we should get such an order we wouldn't know what to do with it." It was not strange, there-fore, that many observers of yesterday's trading in Ontario and Western should have formed the suspicion that it was on too large a scale to be genuine. At any time last week nine out of any ten brokers would probably have said offhand that it would be impossible to buy as much as 50,000 shares of Ontario and Western or any other inactive stock in one day without advancing the price at least 10 points. Those who were sceptical of the buying in Ontario and Western yester-"With the stockholders striving for the advantageous position the directors are not going to be caught napping. I have been informed that a practical pool of stockholders interests has been formed and that they purpose playing for control of the property. If that be true, with the directors playing for the same position, we directors playing for the same position, we are likely to see some fun."

The regularly quarterly dividend of 1½ to freely. Judging from the borrowing demand that developed for it in the loan crowd yesterday atternoon the buyers may have got a good deal of it from traders. When operations on so large a scale as those of Departions on so large a scale as those of Departions on so large a scale as those of Departions on so large a scale as those of Departions on so large a scale as those of Departions on so large a scale as those of Departions on so large a scale as those of Departions on the preferred stock has been formed and that developed for it in the loan crowd yesterday atternoon the buyers may have got a good deal of it from traders. When operations on so large a scale as those of Departions on so large a scale as those of Departions on the preferred stock has been formed and the top of the dividend on the surface, at least, it looked as if it were coming rather to freely. Judging from the borrowing depart to the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per cent. On the preferred stock and a 5 per c likely to plunge heavily, especially if the picking has been lean for some time. There is approximately \$60,000,000 of Ontario and Western common. More than a fifth of the entire capital stock was traded in yesterday.
Although a good many persons whose judgment of such things is as a rule trustworthy were strongly of the opinion that a large proportion of the orders executed in Ontario and Western yesterday were matched, the belief prevailed after the close of the market that a considerable line of stock had been accumulated for some specific reason.

London houses that had been buying On tario and Western quietly for about two weeks sold freely on yesterday's advance.

The selling of Rock Island yesterday was presumably in anticipation of an unfavorable exhibit of earnings in the report now due The Street has been disappointed in the Rock Island securities, expecting from week to week that a movement would be made in them, but there hasn't been the market for it, and while the plans alleged to have been formulated for a modest bull campaign have been held in abeyance, the Rock Island securities have steadily declined. The common stock declined below 20 yesterday. The low record price is 19%. That was made on Aug. 6 last year. It is understood that the Rock Island crowd teels optimistic on the outlook, but it has always been adverse to making its stocks conspicuous in an un-

propitious market. "The people who have the stocks," said broker yesterday who now and then turns a good epigram on the market, "are not worried. It's the people who haven't any stocks that are worried about the people

"Every independent road that is gathered in by strong financial interests," said an advanced Wall Street observer yesterday, "benefits the situation. We are going to

An incident that proved very disturbing in its effect upon sentiment, and which no doubt offset to a considerable extent the favorable impressions resulting from the Ontario and Western movement was a sharp Ontario and Western movement was a sharp decline in the Chicago Great Western securities. Harris & Fuller were the principal sellers. Others were John Mu'r & Co. and Hatch. The preferred A stock broke 13% points and closed at a net loss of 10 points and the pre-ferred B suffered an extreme decline of 5 points, closing at a net loss of 3½ points. There was also a nominal decline in the common stock. The seling was accompanied by the rumor that the dividend next due on the preferred A might not be paid. Peron the preferred A might not be paid. Persons who are looked to for information concerning this road said yesterday that the selling based ostenably upon the unfavorable earnings reported yesterday, was in the nature of an attack corresponding to attacks made during the past few weeks upon va-rious minor railroad securities. It is be-lieved that the dividend due in August on the preferred A stock will be passed or paid accordingly as crop prospects are favorable

or otherwise at that time. Officials and others who are interested in railroads of the Northwest are prepared for smaller earnings in the current month and probably for the first fortnight or the whole of July. After that, they believe, earnings will begin to pick up rapidly if crop prospects are satisfactory. Those who are now in the Northwest studying crop conditions say that the present outlook is satisfactory, but that it will be possibly sixty days before

agricultural results can be definitely forecast.

in the market whose business it is to search out vulnerable and unprotected stocks and attack them. Recent operations of this character having been moderately successful, the crowd referred to has probably been encouraged to extend its activities. The selling upon which the decline in Chicago Great Western stocks started yesterday was

EXCHANGE ELECTIONS.

The Hebert Ticket Wins on the Produce

About the liveliest annual election in the history of the Produce Exchange was held yesterday. There were two tickets in the field, the regular ticket, headed by Henry B. Hebert, and another headed by henry
B. Hebert, and another headed by President
Percy P. Williams. Mr. Hebert was nominated because of the work he did for the
barge canal. Friends of Mr. Williams
believed that he deserved reelection and
they nominated him.

There was redhot electioneering all day,

There was redhot electioneering all day, and when the votes were counted it was found that Mr. Hebert had 960 votes to 548 cast for Mr. Williams. Grenville Perrin, the regular candidate for vice-president, beat the opposition candidate, David B. Allerton, by only 39 votes, Perrin receiving 799 and Allerton 752.

The Cotton Exchange elected: President, Henry Schaefer; vice-president, George H. Tappan; treasurer, George Brennecke; board of managers, George W. Baily, L. L. Fleming, John E. G. Higgens, Arthur Lehman, J. Frank McFadden, William Ray, Richard A. Springs, Henry M. Wheeler, Eustratius A. Fachiri, Hermann Hagedorn, Charles W. Lee, James F. Maury, Marcus J. Parrott, Albert L. Rountree and Edward M. Weld: trustee of the gratuity fund, M. Weld; trustee of the gratuity fund, Charles Stillman.

DENVER SO. WESTERN PLAN GOES.

More Than a Majority of the Stock Is Pledged for Reorganization. R. E. F. Flinsch of the banking house of Kessler & Co., chairman of the reorganization committee of the Denver and Southwestern Railroad, said yesterday that the second reorganization plan for that road would undoubtedly go through. The committee has received deposits of much more than a majority of the outstanding bonds, Mr. Finsch said, and the reorganization work will go on as fast as possible. According to the plan, all the bonds will be retired and new common and preferred stock issued. Each boudholder will receive for his holdings 50 per cent, in new preferred for his holdings 50 per cent. in new preferred stock and 60 per cent. in new common.

The Denver and Southwestern has 125 miles of road, of which forty-three are standard gauge, between Divide, Col., and Cripple Creek, including branches to Victor and Isabella, Col., and to various mines. It has outstanding \$3,000,000 preferred 5 per cent. stock and \$2,000,000 of common stock. The bonded indebtedness amounts to about \$5,500,000.

The New England bondholders have been The New England bondholders have been

strongly opposed to the reorganization HOTEL MEN ASSEMBLING.

The Annual Session of Their Association Begins To-day. The Hotel Men's Mutual Benefit Association began its annual meeting yesterday by establishing headquarters for three days at the Murray Hill Hotel, and sending forth an itinerary of its coming rambles. Delegations from many cities were re-ceived and registered at headquarters last night. This morning the association holds a business meeting at the Hotel Man-hattan, to be followed by a sail about the harbor. The day will end with a dinner at the Waldorf-Astoria.

the State Treasury.

ALBANY, June 6 .- The Consolidated Gas Corpany of New York to-day paid \$10,000 corpany of New 10rk to-day paid \$10,000 into the State Treasury upon its increase of capital from \$80,000,000 to \$100,000,000. The increase was ratified at a meeting of stockholders held on June 2, at which \$55,479 shares were represented. The certificate is signed by William Nelson Cromwell, chairman, and E. A. Carter, secretary of the meeting of stockholders.

meeting yesterday. This is equal to an increase of 2 per cent. for six months on the common stock. The quarterly dividend of 1½ per cent. on the preferred stock has been paid since 1892. The dividend, at the rate of 2½ per cent, on the common stock, began in 1898, increased to 3½ per cent. in 1899; to 4½ per cent in 1900; to 5½ in 1901, and to 6 per cent. in 1902 and 1903.

MARINE INTELLIGENCE.

MINIATURE ALMANAC-THIS DAY Sun rises. . . . 4:29 Sun sets . . . 7:28 Moon rises...12:5 HIGH WATER—THIS DAY.
Sandy Hook...1:36 Gov. I'd....2:06 Hell Gate.....4:01

Arrived — MONDAY, June 8.

Sa Minnehaha, London, May 28.

Sa Pawnee, Venice, May 4.

Sa Ataka, Liverpool, May 19.

Sa Hong Wan I. Singapore, April 22.

Sa La Campine, Aftwerp, May 19.

Sa Saratoga, Havana, June 2.

Sa Philadelphia, Porto Cabello, May 27.

Sa Curityba, Matanas, May 21.

Sa Athos, Cape Hayti, May 19.

Sa Proteus, New Orleans, June 1.

Sa Kansas City, Savannah, June 3.

Sa El Valle, Galveston, May 31.

Sa Northwestern, Port Arthur, May 29.

Sa Manna Hata, Baltimore, June 4.

Bark Mannie Swan, San Juan, May 17.

Bark Ethel V. Boynton, Charleston, May 30. Arrived-Monday, June 6.

ARRIVED OUT. Ss Me saba, from New York at London. Ss Kronprinz Wilhelm, from New York at Cher-Ss Finland, from New York at Antwerp. Ss Columbia, from New York at Glasgow.

SAILED FROM FOREIRN FORTS.
Ss Pennsylvania, from Plymouth for New York

OFFICEING STEAMSHIPS

OUTGOING STEAMSHIPS.	
Sall To-day.	
Matis	Vessels
Close.	Sall.
	12 00 M
	11 00 A M
ringess Alice. Bremen 7 30 A M	10 00 A M
itatendam. Rotterdam . 7 30 A M	11 00 A M
possing Newfoundland. 7 30 A M	10 00 A M
rosalind, Newfoundland, 7 30 A M	1 00 P M
dyance Colon 9 30 A M	1 00 P M
dvance, Colon 930 A M pache, Charleston 1 It Alba, Galveston 1 Ity of Columbus, Sav in h	3 00 P M
Alba Galveston	3 00 P M
Hey of Columbus, Say'n'h	8 00 P M
rincess Anne, Norfolk	8 00 P M
Sail To-morrow.	
	10.00 1 15
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lamo, Galveston	12 00 M
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efferson, Norfolk	11 00 A M
efferson, Norfolk 800 A M ason, Santiago 800 A M iller, St. Kitts 900 A M	12 00 M
mbieran Argentina 8 00 P M	6 00 P M
	8 00 P M
	9 00 I M
Sail Thuresday, June 9.	
a Lorraine, Havre 7 00 A M beutschland, Hamburg 10 30 A M	10 00 A M
eutschland, Hamburg 10 30 A M	2 00 P M
Iongolian, Glasgow	12 00 M
noride Argentina 12 (8) M	3 00 P M
antiago. Nassau 12 00 M	3 00 P M
Islancia, Havana ou A M	11 00 A M
ansas City, Savannah	3 00 P M
amilton, Norfolk	8 00 P M
rapahoe. Charleston	8 00 P M
Dia, Galveston	8 00 P M
INCOMING STEAMSHIPS.	
Due To-day.	
ulcan	May 21
t. MungoAntwerp	May 21
roonlandAntwerp	May 28
otsdamRotterdam	May 28
ennebecAlglers	May 23
alser Wilhelm II Bremen	May 31
rmenian Liverpool	MAY 28
ermaniaNaples	May 25

Hamilton, Norfolk	3 00 P
Arapahoe, Charleston	8 00 P
Arapahoe, Charleston El Dia, Galveston	8 00 P
	and the same of th
INCOMING 8	
Due Te	
Vulcan	Cardiff
Cr Mungo	Antwerp May
Kroonland	antwerp
Potedam	Rotterdam
Wannahan .	Algiers May
Kaiser Wilhelm II	Bremen May
Armenian	Iverpool May
Germania	aples May
VIIACAA	alvesion June
Comal	
Due To-	norrow.
BarbarossaE	remen
Prinsess Irene	enos
Albano	amburg May
Segurança City of Savannah	ColonJune
City of Savannah	avannahJune
PeninsularI	Asbon
Comanche	acksonville June
Due Thursde	av. June 9.
Carpathia	
Syracusa	Barbados May
Korona.	Thomas June
Due Friday	
Arcadia	amburg
City of Augusta	avannanune
El Roo.	aivestonJune
El Mar	
Due Saturda	
Philadelphia	southampton June
Campania	Avernool June
Leon XIII	adiz
President 1	AMERICANA ALL TUNA

PUBLIC NOTICES.

PUBLIC NOTICE.

The City of New York, Office of the City Clerk.

The New York and Queens County Railway Company, having presented its application in writing to the Board of Aldermen of The City of New York, dated the fifth day of May, 1904, for its consent to, and a grant of the right, privilege and franchise far the construction, maintenance and operation of a double-track street surface railway, together with the necessary appurtenances as an extension or branch of its existing railway for street railway purposes in the conveyance of persons and property, in, upon and along the surface of certain streets, avenues and highways, a description thereof being as follows, to-wit:

Beginning at and connecting with the present tracks of the New York and Queens County Railway Company on Borden avenue, at its interaction with Celtic avenue, otherwise known as Bowery Bay road, thence northerly upon and along said Celtic avenue to the intersection of said avenue with the centre line of Locust street, all in the Borough of Queens, in The City of New York and State of New York.

Now, therefore, pursuant to a direction given by resolution of the Board of Aldermen of The City of New York, which was adopted on the 24th day of May, 1904, and approved by his Honor the Mayor of said City, on the Sist day of May, 1904, public notice of such application is hereby given and that, in the Chamber of the Board of Aldermen, in the City Hall, in the Borough of Manhattan, in The City of New York, on Wednesday, the 15th day of June, 1904, at eleven o'clock in the foremon, such application of the said New York and Queens County Railway Company will be first considered, and a public hearing had thereon.

All persons interested in said application are notified to be present at the time and place aforesald, as an opportunity will then and there be given to be heard in relation thereto. said, as an opportunity will then and there be given to be heard in relation thereto.

P. J. SCULLY City Clerk.

PROPOSALS.

PROPOSALS.

PROPOSALS FOR NAPHTHALINE AND PETROLEUM PAPER—Phila. Depot. Q. M. Dep't. 1428 Arch St., Phila. Pa., June 6th, 1904—Sealed proposals, in triplicate, will be received here until 1 o'clock A. M., Thursday, June 16th, 1904, for furnishing this depot with 10,000 pounds of Naphaline and 50,000 pounds of Petroleum Paper, conforming to sample at Schuylkill Arseaal. Bidders must state rate at which they will make deliveries. Government reserves the right to-reject or accept any or all proposals or any part thereof. Preference given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign production or manufacture, the duty thereon being equal. A GUAR-ANTEE in 10 per cent. of the value of the articles proposed for must accompany all proposals. UNGUARANTIED BIDS will not be considered. Bianks for proposals, ec., will be furnished upon application. Envelopes containing proposals to be endorsed "Proposals for Naphthaline or Petroleum Paper," and addressed to COLONEL J. M. MARSHALL, Asst. Quartermaster General, U. S. A., Depot Quartermaster.

PROPOSALS FOR SUBSISTENCE STORES.—
Office Purchasing Commissary, U. S. Army, 39
Whitehall Street, New York City, N. Y. June 7,
1994.—Sealed proposals for furnishing and delivring subsistence stores in this city for the month
of July, 1994, will be received at this office until
1 o'clock A. M. on June 17, 1994. Information
turnished on application. Envelopes containing
bids should be marked "Proposals for Subsistence
stores opened June 17, 1994," addressed to Major
D. L. BRAINARD, Commissary, U. S. A.

FORT SLOCUM, N. Y., June 1, 1904.—Sealed proposals in triplicate for construction of post exchange building will be received here until 11 A. M., June 25, 1904, and then publicity opened. Information furnished on application. U. S. reserves right to accept or reject any or all bids or any part thereof. Bids must be enclosed in sealed envelope, marked "Proposals for Post Exchange." addressed R. W. KINGMAN, Q. M.

FORT WADS VORTH, N. Y., June, 1904.—Sealed proposals for building ward wing on hospital at post will be received until 10 A. M., June 15, 1904. Information furnished on on application. U.S. reserves right to accept or reject any proposal, or any part thereof. Evelopes containing proposals should be endorsed "Proposals for building ward wing," addressed Lieut. Geo. L. Hicks, Jr. Q. M."

FORT HANCOCK, N. J., May 25, 1904—Sealed proposals for plumbing 1 double set N. C. O. quarters and 1 Fire Engine house here will be received until 2 P. M., June 8, 1904. Information furnished on application. United States reserves right to accept or reject any or all proposals. Envelopes should be marked "Proposals for Plumbing," addressed ABE, S. BICKHAM, Captain, Q. M.

BACK TO BEAUTIFUL FRANCE. Perdreaux's Resolve When a Summons for a School Teacher Was Refused.

Officer John E. Thompson of the Society for the Prevention of Cruelty to Children presented a written report on the case of ten-year-old Réné Perdreaux of 165 Wooster street in the Jefferson Market police court yesterday. The boy attends Public School 125, at 180 Wooster street, and he charged that one of the teachers, Miss Julia E. Sullivan, beat him on the head. He went to the Jefferson Market police court last Wednesday, with his father. Emile Perdraux, and applied for a summons for Miss

Sullivan.

At that time he had big bumps on the back of his head and bruises and abrasions on his face and arms. His story was that he fell asieep in school and that Miss Sullivan awakened him by slapping his face and yanking him backward by his collar, bumping his head against the floor.

"What is the gist of your report?" asked Magistrate Crane. "That the teacher was justified?"

justified?"
"It is not for me to say," said Thompson.
"I submit the facts to your Honor. My report shows that she was justified in punishing the boy, but the boy's father is making the complaint.

Emile Perdreaux was called up with his son, the marks on whose face have almost completely healed. "Your boy has been punished at school

"Your boy has been punished at school and now you want to punish the teacher," said the Magistrate.

"I have no animosity," declared Perdreaux. "I never saw her in my life."

"Well, the Gerry agent reports that she was right. I will not accept a complaint. Your only redress is to go to the Board of Education and make a charge there."

Emile Perdreaux will probably not take the matter to the Board of Education.

"The result will be," he exclaimed, "that I and my family will depart to a country where my children will not be beaten and maltreated. I am afraid that if I stay here my boy will be killed from one day to another. It is pretty hard for the son of a veteran of the civil war to have to leave at this time of life. My heart is broke. We should not be treated like that in our country.

"We will go, my son, to the beautiful France, where you will be a Frenchman, and happy and safe."

The boy's mother thanked Thompson for his efforts in her boy's behalf, but agreed with her husband that they and their two sons would return to France.

When Miss Sullivan was seen at her home at 500 West Fifty-first street last night she confined herself to denving the charge.

"I did not punish the boy at all," she said. "I do not know how he got the bruises. That is all I care to say about it. I have sent in my report on the matter to District Superintendent Haaren." and now you want to punish the teacher,

BUSINESS TROUBLES. Young Tiffany Confesses Judgment for

Furniture-Ajax Debt Free. Burnett Y, Tiffany of 125 West Eighty-eighth street confessed judgment yesterday for \$2,495 in favor of Duryes & Potter for furniture and house furnishings sold to him between Dec. 24 and May 24 Mr Tiffany is the son of the late millionaire jeweller. The Sheriff was unable to collect anything on the two judgments obtained against him on June 1, as his wife claimed to own all the furniture in the house.

Ethelbert Belknap of Yonkers, surviving partner of the firm of Waring & Belknap, hat manufacturers of Yonkers, who made an assignment in September, 1882, filed a petition in bankruptcy here yesterday, with liabilities \$484,056 and assets \$2 in cash. Most of the debts are outlawed.

Judge Holt in the United States District Court has granted discharges from bankruptcy to Frederick W. Johnson, formerly of Seymour, Johnson & Co., stock brokers of 71 Broadway, whose liabilities were \$485,000, and to Sellg Whitman, policeman, known as "Ajax," liabilities \$1,231. between Dec. 24 and May 24 Mr Tiffany

Formess on a Gold Basis. The Japanese Consul-General at this port received a telegram from Tokio yesterday, in which it was stated that the special silver currency in use on the island of For mosa will be received in payment for public dues only and will not be reissued after July 1. The silver notes issued by the Bank of Formosa will be reissued as gold notes at the same time, thus placing Formosa on a gold basis.

Renews Tax Suit Against So. Pacific LOUISVILLE, Ky., June 6 .- Revenue Agent Augustus Bizot to-day renewed, by filing another suit, the proceedings inaugurated by William Weller, Jr., during his term as revenue agent, against the Southern Pacific Railroad Company for back taxes on prop-erty worth \$90,000,000. The actual amount in litigation is \$3,000,000, being taxes upon 

OCEAN STEAMERS. ENFORMATION

AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON. Salling Saturdays, 9:30 A. M. Pler 15, N. R. St. Paul.....June 11 St. Louis.....June 2 Philadelphia...June 18 Germanic....June 2 ATLANTIC TRANSPORT LINE. MESABA MINNETONKA Only first-class passengers carried.

RED STAR LINE. NEW YORK-ANTWERP-PARIS

Satting Saturdays, 10:30 A. M. Pier 14, N. R. Kroonland ... June 11 | Piniand ... June 25 Zeeland ... July 2 WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERPOOL.
Sailing Wednesdays and Fridays, Pler 48, N. R.
Teltutonic, June 8, 10 A.M. Majestic, June 22, 10 A.M.
Celtic... June 10, 3 P. M. Arabic, June 24, 3 P.M.
Cedric... June 18, 6 A.M. Oceanic, June 29, 7 A.M.
BOSTON-QUEENSTOWN-LIVERPOOL.
Republic... June 9 (cymric... June 16

NEW SERVICES FROM BOSTON.
Fast Twin-Screw Steamers
of 11,400 to 15,000 tons.
BOSTON DIRECT TO THE

Freight Offices, Whitehall Bldg., Battery Place.

**NOVA SCOTIA** The Land of Evangeline. Direct Weekly Service Between

NEW YORK, YARMOUTH and HALIFAX by the DOMINION ATLANTIC RY.'S S. S. PRINCE ARTHUR.

Sailing from the Munson Line S. S. Pier 14, East River, 11 A. M., June 25th, and every Saturday thereafter. N. Y. to Yarmouth, Round \$25. Halifax, Round \$32.

including Meals and Cabin Berth. Other Staterooms, \$2.00 to \$8.00, according to location. Rates on Rooms de luxe upon application. With privilege of rail trip between Yarmouth and Hallfax if desired. For full particulars and tickets apply to all general tourist agencies, or MUNSON STEAMSHIP LINE,

Hamburg-American.

Semi-Weekly Twin-Screw Service
FOR PLYMOUTH, CHERBOURG, HAMBURG.
NEXT SAILING
OF THE GRENT OCEAN FLYER. S. S. Deutschland JUNE 9, AT 2 P. M.
\*Deuts'land, June 9, 2 PM \* HBluech'r, Jun. 23, 1:30 PM
Waldersce June 11, 4 AM Penn'lyanta, June 25, 3 PM
Hamburg, June 16, 11 AM \* Wholtke, June 30, 10 A. M
Phoenicia June 18,8:30 AM | \$Patricia July 2, 8 A M

Grillroom and tGymnasium on board. I call at Dover only. Mediterranean Service. New York—Naples—Genoa.

By Superb New Twin-Screw Steamers

First Cabin, \$60 and \$75, Upward,

According to Season.

SUMMER CRUISES
TO NORWAY, SPITZBERGEN, ETC.
2 GRAND CRUISES Around the World

NORTH GERMAN LLOYD S. S. CO.

CUNARD LINE.

To Liverpool, via Queenstown.
From Piers 51-52 North River.
Umbria June 11, noon Lucania July 2, 9 AM
Campania June 18, 10AM Umbria July 9, 10 AM
Etruila June 25, noon Campania July 16, 9 AM 

SUMMER CRUISE TO HALIFAX, N. S., and ST. JOHN'S, N. F.

Fine passenger steamers ROSALIND and SILVIA.
Delightful sall through Long Island, Vineyard
Haven, and Nantucket Sounds.
Round Trip to Hallfax, \$32.
St. John's, \$60.
These rates include meals and berth.
For further information apply to BOWRING & CO., 17 State St., N. Y. ANCHOR LINE.

First saloon, \$50 and up. Second saloon, \$55 and up; third class, \$26 and up. For Illustrated Book of Tours apply to HENDERSON BROTHERS, 17 and 19 Broadway. OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West, Freight and passenger steamers sail from Pier 96. N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

GLASGOW VIA LONDONDERRY
Astoria....June 11, 3 PM | Columbia.June 25, 4 PM
Anchoria...June 18, noon | Furnessia...July 2, noon



IRON STEAMBOAT CO. CONEY ISLAND

They cannot bura! They cannot sink!
LANDING at the centre of the great, new and stellar attractions.
SPECIAL TO-DAY.
Leave FOOT 22D ST., North River, 10:00, 11:15
A. M., 12:30, 1:45, 3:00, 4:15, 5:30, 6:45, 8:00 P. M.
LEAVE PIER (NEW) NO. 1. | Half hour later.
NORTH RIVER.
Leave NEW IRON PIER, CONEY ISLAND, 11:40
A. M., 12:35, 2:10, 3:25, 4:10, 5:35, 7:10, 8:30, 9:40 P. M.
ROUND TRIP TICKETS, 2E CENTS.
Acker, Merrall & Condit's Liquors and Cigars served under company management.

STEAMER TAURUS
of Iron Steamboat Fleet will make trips every day
TO FISHING BANKS.
Leave 31st St., East River, 7:30 A. M., Leave Pier (New) No. 1, North River, 8:20 A. M.
BAIT AND TACKLE ON BOARD.
Fare: Gentlemen, 75c.; Ladles, 50c.; Children, 25c.

CONEY ISLAND **BOATS** 

40 minutes from Battery via DREAMLAND'S line of fast from steamers, "Cape May," "St. John" and "City of Lawrence," Leave West 129th st. at 10:00, 11:00 Å. M.; 2:00, 3:00, 6:00, 7:00 P. M. West 22d st., 10:30, 11:30 Å. M.; 2:30, 3:30, 6:30, 7:30 P. M. Rattery at 10:50, 11:50 Å. M.; 2:50, 3:50, 6:50, 7:50 P. M. Three of the largest steamers afioat. Plenty of room fine service. Music, dining room, caté. Round trip, 30 cents, including admission to DREAMLAND.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

UP THE PICTURESQUE HUDSON
Grand Daily Outings (except Sunday)
By Palace Iron Day Line Steamers
"New YORK" and "ALBANY."
From Brooklyn, Fulton St. (by Annex), 8:00 A. M.
New York, Desbrosses St. Pier., 8:40 "
West 22d St. Pier., 2:00 "
West 22d St. Pier., 2:00 "
Beturning due in New York 8:30 P. M. MORNING AND AFTERNOON CONCERTS.

**INFORMATION** 

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

ETThe leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7.55 A. M. CHICAGO SPECIAL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis Louisville and St. Louis.

9.55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati. Indianapolis, St. Louis. Dining Car. Cincinnati. Toledo and Detroit.

1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

4.55 P. M. CHICAGO LIMITED.—Pulman Sleeping, Smoking and Observation Cars. For Chicago, Cieveland and Toledo. Dining Car.

5.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati. Indianapolis, Louisville, St. Louis. Dining Car. For Gary. W. Va. (via Shenandoah Valley Route). ortlandt Streets is five minutes later than 5:55 P. M. WESTERN EXPRESS .- For Chicago. Dining Car.
7:53 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo and Chicago, For Knoxville, dally, via
Shenandoah Valley route Connects for Cleveland, except Saturday.
8:23 P. M. CLEVELAND AND CINCINNATI EXPRESS, Eur. Pittsburg. Cleveland, Cincinnati. 8:23 P. M. CLEVELAND AND CINCINNATI EA-PRESS.—For Pittsburg. Cieveland Cincinnati, Indianapolis and St. Louis. 9:55 P. M. PITTSBURG SPECIAL.—Dally for Pittsburg. Dining Car. WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.
7:55, 8:25, 9:25, 9:25, 10:55, A. M., 12:25, 12:55, 2:10
(Desbrosses and Cortlandt Streets, 2:20), (3:25
"Congressional Limited," all Parior and Dining
Carsi, 7:325, 4:25, 1:55 (Desbrosses and Cortlandt
Streets, 5:10:, 9:25 p. m., 12:10 night, Sunday,
8:25, 9:25, 10:55 a. m., 12:23, 12:35 (3:25) (Congressional Limited," all Parior and Dining Carsi,
3:25, 4:25, 4:25 (Desbrosses and Cortlandt
Streets, 5:15), 9:25 p. m., 12:10 night,
SOUTHERN RAILWAY.—Express, 3:25, 4:25 p. m.,
12:10 night, daily. 12:10 aight daily. ATLANTIC COAST LINE.—Express, 9:25 a. m. and ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:25 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE AND OHIO RAILWAY.—7:35 a. m. week days and 4:55 p. m. daily.

FOR OLD POINT COMFORT and NORFOLK.—7:55 a. m. week days and 8:25 p. m. daily

ATLANTIC CITY.—9:35 a. m. and 2:35 p. m. week days. Sundays, 7:55 a. m. Through Vestibuled Trains. Ruflet Parlor Cars and Standard Coaches on week days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sunday.

CAPE MAY.—12:55 p. m. week days.

LONG BRANCH, ASBURY PARK (Interlaken Sundays). Ocean Grove and Point Pleasant (from West Twenty-third Street Station), 8:55 a. m. and 4:55 p. m. week days. Sundays, 7:55, 0:25 a. m. and 4:55 p. m. week days. Sundays, 7:55, 0:25 a. m. and 4:55 p. m. From Desbrosses and Cortlandt Streets 3:30, 9:00 a. m., 12:30, 1:39 (Saturdays only), 2:49, 3:40, 1:39 and 5:10 p. m. week days. Sundays, 8:15. 9:15 a. m., 5:00 p. m.

FOR PHILADELPHIA. delphia only), p. m., 12:10 night.

\*Dining Car.
licket offices, Nos. 461, 1354, 113 and 261 Broadway,
152 Fifth avenue (below 23d St.): 263 Fifth Avenue
(corner 20th St.): I Astor House, and stations
named above: Brooklyn, 4 Court Street, 860
Fulton Street, 360 Broadway, and Pennsylvania
Annex Station. The New York Transfer Company will call for and check baggage from hotels
and residences through to destination.
elephone "543 Chelsea" for Pennsylvania Rallroad
Cab Service. Cab Service.

J. R. WOOD,
W. W. ATTERBURY
General Manager.

GEO. W. BOYD.
General Passenger Agent.

Hudson River by Daylight.

STEAMER MARY POWELL

Leaving Desbrosses St. at 3:15 P. M. (Saturdays 1:45 P. M.), W. 22nd St. 3:30 P. M. (Saturdays 2 P. M.), 129th St. on Saturdays only, 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburg, New Hamburg, Milton, Poughkeepsle, Rondout and Kingston. Orchestra on board. BOSTON AND POINTS IN NEW ENG NEW ENGLAND.

NEW HAVEN LINE for New Haven, Hartford, Springfield and North, Earler W. CHAPIN.

NOW HAVEN LINE for Newport, Fall River, Boston and all Eastern and Northern Points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot of Warren St., week days and Sundays at 5:30 P. M. PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and PILGRIM. Orchestra on each. Leave Pier 18, N. R. foot Murray St., week days only at 6 P. M. NORWICH LINE for New London, Block Island, Norwich, Stonlagton, Watch Hill, Narragansett Pier, Worcester, Boston, North and East. Stra. CITY OF LOWELL & CHESTER W. CHAPIN. Live. Pier 40, N. R., ft. Clarkson St. week days only, 6:00 P. M. NEW HAVEN LINE for New Haven, Hartford, Springfield and North. Steamer RICHARD PECK. Lve. Pier 20, E. R., foot of Peck Silp, week days only, 4:00 P. M. Commencing July 1, two steamers, week days, 2:45 P. M. and 12:00 night. Sunday trips commencing June 26. Tickets and staterooms all Lines, at 113, 221, 673, 1185, 1354 Broadway, 25 Union Square, 182 5th Avenue, 245 Columbus Avenue, 273 W. and 158 E. 125th Street, New York: 4 Court, 800 Fulton Street, 800 Broadway, Brooklyn, and at Piers. Prepayment is required for staterooms reserved in advance.

BY SEA TO MAINE THE FAST MODERN STEAMERS OF THE MAINE STEAMSHIP CO.,

PORTLAND LINE, Is a Most Delightful, Refreshing, Short Ocean Voyage. White Mountains, Bar Harbor, Halifax, easily reached from Portland.

Illustrated descriptive booklet containing list of tours, summer boarding houses and hotels in his beautiful territory, free at ticket office, 200 Broadway, cor. Reade St., and Fler (New) 32 East River, New York, or by mall.

PEOPLES LINE
Steamers
C. W. Moree and Adirondaok.
ALTERNATING DAILY AND SUNDAY.
SPLENDID ACCOMMODATIONS. FINE CUISINE,
BEST SERVICE, ORCHESTRA.
Steamers sail from Pier 32, N. R., foot of Capal
St., 6 P. M., arriving at Albany in time for connections North, East and West, Telephone 5800—Spring

PATTEN LINE.

50c.—LONG BRANCH AND BACK—50c. 80c.—ASBURY FARK AND BACK—80c. Week Days: Leave Bloomfield St., N. R. (8 blocks below W. 14th St Ferry), 8:55, 11:00 A. M., 2:40 P. M. Saturday—8:55 A. M., 12:48, 2:40 P. M. Lv. Battery(nr. So Ferry), 9:20, 11:30 A.M., 3:10 P.M. Saturday—9:20 A. M., 1:15, 3:10 P. M. JOY LINE. PROVIDENCE, \$2.00 EVERY WEEK DAY \$3.00 BOSTON DIRECT.

MOST DELIGHTFUL TRIP IN AMERICA. From Pier 35, East River. 'Phone 800 Orchard. HARTFORD LINE: from New Pier 19, East River, foot of Peck Silp daily, except Sunday, at 5 P. M., for Connecticut River Landings. Write for illustrated folder.

TROY LINE, "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pler daily 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany. Catskill, Hudson & Coxsackie Boats Leave Pier 43, N. R., week days, e P. M. CLOTHING.

GENTLEMEN'S Clothing to order; \$1.00 weekly payments. EXCHANGE CLOTHING CO. 230 Broadway, Room 4 (Take Elevator)

ENFORMATION

"AMERICA'S GREATEST BAILROAD." & HUDSON RIVER IN R.

THE SIX-TRACK TRUNK LINE

VIA NIAGARA FALLS

Trains depart from Grand Cehtral Station, 42d
street, New York, as below:

North and west bound trains, except those leaving at 8:30 A. M., 2:45, 8:30, 11:30 P. M., with
stop at 125th street to receive passengers for minutes after leaving Grand Central Station.

12:10 A. M. -4MIDNIGHT EXPRESS.
8:30 A. M. -4MIDNIGHT EXPRESS.
8:30 A. M. -4EAST MAIL. -24 hours to Chicago.
10:30 A. M. -1DAY EXPRESS.
12:30 P. M. -8UFFALO LIMITED.
1:00 P. M. -8UFFALO LIMITED.
1:00 P. M. -8UFFALO LIMITED.
2:45 P. M. -4The 20th CENTURY LIMITED.
-20-hour train to Chicago, via Lake Shore.
3:30 P. M. -4LERNY AND TROY FLYER.
4:00 P. M. -4DETROIT AND CHICAGO SPECIAL.
5:30 P. M. -4LER SHORE LIMITED.
5:30 P. M. -4LER SHORE LIMITED.
5:00 P. M. -4NONTREAL EXPRESS.
7:30 P. M. -4DIRONDACK & MONTREAL EXP.
8:00 P. M. -8UFFALO & TORONTO SPECIAL.
9:20 P. M. -8UFFALO & TORONTO SPECIAL.
9:30 P. M. -9CHICAGO & ST. LOUIS EXPRESS.
11:30 P. M. -9CHICAGO & ST. LOUIS EXPRESS.
\*Daily Except Sunday. (Except Monday. THE SIX-TRACK TRUNK LINE HARLEM DIVISION.

9:06 A. M. and 3:35 P. M. daily except Sunday to Pittsfield and North Adams, Sundays at 9:20 A. M. Pullman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 140, 415 and 1216 Broadway, 25 Union Sq. W., 275 Columbus av., 275 West 125th St., Grand Central and 125th st. stations, New York; 33s and 726 Fijtion st. and 106 Broadway, Broodlyn, Telephone "900 38th street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

A. H. SMITH. GEORGE H. DANIELS, T. Gen'l Manager. Gen'l Pass'r Agent, HARLEM DIVISION.

WEST SHORE R. R. (New York Central & Hudson River R. R., Lessee.)
Trains leave Franklin st. Station, New York, as follows, and 15 min. later foot West 42d st., N. B.: 1:00 P.M.—Chicago Express.
2:25 P.M.—Cont. Lim. for Detroit, Chi. & St. Louis.
6:00 P.M.—For Roch., Buffalo, Cleveld & Chicago.
6:00 P.M.—For Syra, Roch., Niag, Falis, Det. & Chi.
Dally. †Dally, except Sunday. Haggage checked from hotel or residence by Westcott Express.
A. H. SMITH,
Gen'l Manager.

Gen'l Pass'r Agent.

New York and Boston All Rail

Return service same hours and by same rouse C. T. HEMPSTEAD, Gen. Pass, Agent.

READING SYSTEM. NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below) EASTON, BETFILEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays, 24:25 A. M., 1:00, 5:30 P. M., 1:00 P. M. SUNDAYS, 24:25 A. M., 1:00 P. M., 1:00 P. M. A. M., 5:00 P. M. SUNDAYS, 24:25 A. M., 1:00 P. M. SUNDAYS, 24:25 A. M., 1:00 P. M. SUNDAYS, 24:25 A. M., 1:00 P. M. SUNDAYS, 9:40 A. M., 21:30 (3:40), Lakewood, And Lakehurst only), 4:30 P. M. SUNDAYS, 9:40 A. M., 13:40 P. M. VINELAND AND BRIDGETON—124:00 A. M., 121:30 P. M.)

READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—## 500, 24:26, 18:00, 179:10 (10:00, 11:00 A. M., Reading only), #\$1:00, #\*11:20 (10:00, 11:00 A. M., Reading only), [§1:00, §§1:20, 12:00 P. M., Reading, Pottsville and Harrisburg only, 14:00, 15:00 P. M.

SANDY HOOK ROUTE—Fr ft. of Rector St., Pr. 8. Atlantic Hids., Seabright, Monmouth Beb. and Long Branch. Asbury Park, Pt. Pleasant, 10:00 A. M., 1:00, 8:45, 4:30 P. M. Sundays, 10:00 A. M., 1:00, 8:00 P. M.

From Liberty Street only, \*Daily, †Daily, except Sunday, 4Sunday only, 1Parlor cars only, || wia Tamaqua. xSaturdays. aExcept Saturdays. only. Ivia Tamaqua. XSaturdays. aExcept Saturdays.
Offies: Liberty St. Ferry. South Ferry. 6 Astor House, 261, 434, 1300, 1354 Broadway. 182 Fifth Av., 25 Union Square West, 153 East 125th St., 228 West 125th St., 245 Columbus Av., New York; 4 Court St., 344, 869 Fulton St., B'klyn; 330 B'wag, W'msburg. New York Transfer Co. calls for and checks baggage to destination.
W. G. BESLER.
Vice Pres. and Gen. Mgr. Gen. Pass'r Agt.

ROYAL BLUE LINE. NEW JERSEY CENTRAL R. R., PHILADEL-PHIA AND READING RY, and BALTI-MORE AND OHIO R. R. To BALTIMORE and WASHINGTON 'EVERY OTHER HOUR

ON THE EVEN HOUR." Con the Even Hour."

Lv. Liberty street, 8.00 am. Except Sun. Buffet.

12.00 noon, Dally. Diner.

2.00 pm. Dally. Diner.

"Royal Limited": 4.00 pm. Dally. Diner.

6.00 pm. Dally. Diner.

7.00 pm. Dally. Sloepers.

12.15 night Dally. Sloepers.

Slombor St. Broadway, 182 5th Av.

25 Unlon Square West. 153 East 125th St., 273 West 125th St., 273 Columbus Ave., New York: 4 Court.

Et. 344, 800 Fulton St., Broaklyn; 300 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination

BALTIMORE AND OHIO RAILROAD ROYAL BLUE LINE TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR."

To BALTIMORE and WASHINGTON Leave South Ferry 5 minutes earlier. Leave South Ferry 5 minutes earlier.

Lv. Liberty street, 800 am, Except Sun, Buffet, 1000 am, Dally, Diner.

12:00 noon, Dally, Diner.
200 pm, Dally, Diner.
600 pm, Dally, All Pullman, 600 pm, Dally, Buffet, 700 pm, Dally, Buffet, 12:15 night, Dally, Sleepera SPLENDID TRAIN SERVICE. THROUGH TRAINS TO THE WEST. THROUGH TRAINS TO THE WEST.

Lv. New York City, South Ferry, Liberty St. Daily
Chicago, Pittsburg...12:10 nt. 22:15 nt. Sieeper
Chicago, Columbus...155 pm. 200 pm. Diner
Pittsburg.Cleveland. 3:55 pm. 7:00 pm. Lim'd
"Pittsburg Limited". 6:55 pm. 7:00 pm. Buffet
Cincinnati.St. Louis. 12:10 nt. 12:15 nt. Sieper
Cincinnati.St. Louis. 5:55 pm. 6:00 pm. Diner
Cincinnati.St. Louis. 5:55 pm. 6:00 pm. Diner
Cincinnati.St. Louis. 5:55 pm. 6:00 pm. Diner
Offices. 167, 201. 434, 1300 Broadway, 6 Astor
House, 108 Greenwich. St., 25 Union Square W., 381
Grand St., N. Y.; 343 Fulton Street, Brooklyn; South
Ferry and Liberty Street.

LEHICH VALLEY. Poot of West 23d A. Cortlandt and Desbroses Sts. B. Datly. † Except Sunday. Sunday changes: \$7.50. di 15. e7.45. n5.25. x5.45.

| Mauch Chunk Local | 10.00 Am | THE SUFFALO TRAIN

Tickets and Pulman accommodations at 149, 261, 296, 265, 1234 and 1254 Stroadway, 152 5th Ave., 25 Union Sq. West, 345 Columbus Ave., N. Y.; 336 & 860 Fulton St., 4 Court St., 390 Broadway, & Ft. Fulton St., Brooklyn, N. Y. Transfer Co. will call for and check baggage.

Lackawanna Railroad.

Leave New York, foot Barelay and Christopher Sts. 18:00 A.M.—For Blinghamton and Syracuse.
10:00 A.M.—Por Buffalo, Chicago and St. Louis.
1:49 P.M.—For Buffalo and Chicago.
1:400 P.M.—For Scranion and Plymouth.
6:10 P.M.—For Buffalo and Chicago.
8:15 P.M.—For Utica. Oswego, Ithaca. Buffalo.
2:00 A.M.—For Chicago—Sicepers open at 9 P. M.
Tickets, 103, 429, 1183, 1343 Floadyay, N. 7.; 330
Fulton st., Brooklyn.—Dally, Except Sunday.